



**Date:** January 22, 2013

**To:** Thomas J. Bonfield, City Manager  
**Through:** W. Bowman Ferguson, Deputy City Manager  
**From:** Marvin G. Williams, Director of Public Works

**Subject:** Agenda Item - Street Acceptance

**Executive Summary**

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Stoneybrook Cottages

- 1) Brook Chase Lane – from the end of existing construction @ STA 1+55.75 northwest through the cul-de-sac (702'), and
- 2) Fox Run Court – from the centerline of Brook Chase Lane around the circle and back to the centerline of Brook Chase Lane (496'), and
- 3) Hay Sedge Court – from the centerline of Brook Chase Lane northeast to the end of the hammerhead tee (224'.)

Woodlands Preserve – Phase II

- 1) Sassafras Hill Street – from the end of existing construction @ STA 10+00 southwest through the cul-de-sac (270'), and
- 2) Moss Spring Court – from the centerline of Sassafras Hill Street northwest through the cul-de-sac (155'.)

**Recommendation**

The Public Works Department recommends that the City Council accept the above named streets as well as the water and sewer lines located within the rights of way for maintenance by the City of Durham.

**Background:**

These streets are located within areas that have been developed and annexed into the City. Per the extension agreements executed with the developers, street rights of way have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

**Issues and Analysis:**

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public rights of way as defined by the extension agreements.

**Alternatives:**

The alternative to accepting these streets from the developers would be to decline their requests and ask that they continue to maintain these streets under a private maintenance program.

**Financial Impacts:**

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing resulting in additional State Powell Bill funds for the City.

**SBDE Summary:**

N/A

MGW/mln

cc: Robert Joyner, Public Works  
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